

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
New Hampton Train Derailment - Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region VII

Subject: POLREP #2
Progress Report
New Hampton Train Derailment

New Hampton, IA
Latitude: 43.0368289 Longitude: -92.3805208

To: Todd Davis, EPA

From: Heath Smith, OSC

Date: 8/31/2021

Reporting Period: August 30-August 31

1. Introduction

1.1 Background

| | | | |
|----------------------------|-----------|--------------------------------|--------------------|
| Site Number: | Z7FS | Contract Number: | |
| D.O. Number: | | Action Memo Date: | |
| Response Authority: | OPA | Response Type: | Emergency |
| Response Lead: | PRP | Incident Category: | Removal Assessment |
| NPL Status: | Non NPL | Operable Unit: | |
| Mobilization Date: | 8/27/2021 | Start Date: | 8/28/2021 |
| Demob Date: | | Completion Date: | |
| CERCLIS ID: | | RCRIS ID: | |
| ERNS No.: | | State Notification: | IDNR on Site |
| FPN#: | E21704 | Reimbursable Account #: | |

1.1.1 Incident Category

Emergency Response

1.1.2 Site Description

On August 28, 2021 a Canadian Pacific train derailed due to flood waters that washed out a bridge over a side channel of the Little Wapsipinicon River west of New Hampton, Iowa. Initial information is that six locomotives and eight to ten railcars are submerged in the floodwater. One or more locomotives released diesel fuel. In addition, one of five railroad cars carrying anhydrous ammonia was punctured during the incident causing a total release its contents.

New Hampton Fire Department initially responded to the incident and established incident command. Local authorities initially evacuated a 1.7 mile radius around the scene of the wreck which included 40 people. That evacuation order was lifted at 1400 on 8/29/2021. Air monitoring was established around the wreck area, staging area and near residential home located less than 1,000 feet south of the scene.

IDNR is the lead environmental agency and Federal On-Scene Coordinators are supporting State Responders.

There are no surface water intakes located within 60 miles downstream and the residence nearest the derailment has a shallow sand point well impacted by floodwaters and has been advised by IDNR to not use the well water for human consumption. Representatives of the Canadian Pacific Railroad have environmental and engineering personnel on site constructing access to evaluate and remove damaged rail cars as well as mitigate additional releases of oil and hazardous materials.

1.1.2.1 Location

The location of the train derailment is approximately 3.5 miles west of New Hampton and south of 220th Street in rural Chickasaw County, Iowa. Coordinates of the site of the derailment are 43.0368289, -92.3805208.

1.1.2.2 Description of Threat

Six diesel locomotives with a combined potential volume of about 36,000 gallons of diesel fuel derailed in flood waters of the Little Wapsipinicon River. Sheen and diesel fuel were observed in the flood waters surrounding the derailed locomotives. One rail car containing anhydrous ammonia released its contents to the environment. Four additional rail cars containing anhydrous ammonia derailed with minimal or no observed releases.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

Oil sheen and diesel fuel odors have been detected in the flood waters of Little Wapsipinicon River which flow into the Mississippi River just north of the Quad Cities.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

Iowa Department of Natural Resources, US Environmental Protection Agency as well as New Hampton Fire and Chickasaw County Emergency Management personnel have been working with the Canadian Pacific Railroad to mitigate releases of oil and hazardous materials from a train derailment which occurred the afternoon of Saturday, August 28, 2021. Six locomotives potentially containing 36,000 gallons of diesel fuel submerged in flood waters of the Little Wapsipinicon River near New Hampton, Iowa.

2.1.2 Response Actions to Date

Twenty-four hour operations continue at the site. Crews continue to build access roads into the wreck and managing water at the site.

Overnight, Canadian Pacific Railroad crews removed the aqueous solution from the derailed anhydrous ammonia car number SHQX-10501. The pH of the liquid in the car was 8 to 9 indicating minimally impacted water. Approximately 4,900 gallons of water was removed from the car and has been staged for disposal.

Based on progress made overnight, it was determined that the threat of release of anhydrous ammonia had been addressed. Canadian Pacific Railroad will begin downgrading the air monitoring network that had been deployed. Because conditions immediately dangerous to life and health or IDLH were determined to be addressed, the local Fire Department relinquished incident command and stood down from active participation in operations aspects of the response.

With the anhydrous ammonia threat addressed crews began focusing on removal of train cars and locomotives and addressing the discharge of oil in the vicinity of the wreck. By the evening of 8/31, all six locomotives involved in the wreck and all other rail cars involved in the wreck had been removed from the scene, most of which were staged nearby in the farm field.

Canadian Pacific Railroad environmental crews continue removing oil spilled from the locomotive fuel tanks. They have deployed six boomsets in the vicinity of the wreck. Five of the boomsets were deployed south of the railroad right-of-way and one was deployed adjacent to and on the north side of the railroad right-of-way. An earthen berm was also constructed across the ditch north of the railroad right-of-way and downstream of the locomotives today to catch any fuel spilled while the locomotives were being removed. Crews used a vacuum truck, skimmer, and drum skimmer to remove oil from water.

In addition to oil recovery, Canadian Pacific Railroad environmental crews continued air monitoring within vicinity of workers at the site.

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

Canadian Pacific Rail is believed to be the responsible party and has mobilized resources to contain and cleanup oil and hazardous materials released from the train derailment.

2.1.4 Progress Metrics

| <i>Waste Stream</i> | <i>Medium</i> | <i>Quantity</i> | <i>Manifest #</i> | <i>Treatment</i> | <i>Disposal</i> |
|-----------------------------|--------------------------|------------------------|--------------------------|-------------------------|------------------------|
| Diesel Fuel | liquid | TBD | | | TBD |
| Anhydrous Ammonia | compressed liquified gas | TBD | | | TBD |
| Ammonia and flood water mix | liquid | 4900 gallons | | none | non-hazardous |

2.2 Planning Section

2.2.1 Anticipated Activities

Fuel and potentially hazardous contents of locomotives and rail cars will be removed and properly disposed. Diesel fuel released to the flood waters will continued to be collected and properly disposed.

2.2.1.1 Planned Response Activities

Rail cars and locomotives that have been staged will be readied to be scrapped. This includes a transloading operation of the three derailed anhydrous ammonia tank cars in the staging area. The three tanker cars will be emptied of product and rendered inert before scrapping. The timeframe given for the transloading operation to begin is 2-3 weeks.

2.2.1.2 Next Steps

Pockets of discharged petroleum will be removed from the water. A downstream assessment will be conducted to in an effort to locate any areas impacted by fuel/lubricating oil downstream of the wreck site.

2.2.2 Issues

Remaining flood waters and limited access roads make accessing the site challenging.

IDNR and Canadian Pacific Railroad are working with the local resident regarding the potentially impacted residential drinking water well.

2.3 Logistics Section

Logistics is being handled by the Responsible Party.

2.4 Finance Section

2.4.1 Narrative

The Oil Spill Liability Trust Fund has been opened to pay for costs associated to assess and cleanup oil released during the derailment. The new oil project number is E21704.

Estimated Costs *

| | Budgeted | Total To Date | Remaining | % Remaining |
|-------------------------|--------------------|-------------------|--------------------|---------------|
| Extramural Costs | | | | |
| TAT/START | \$8,000.00 | \$1,000.00 | \$7,000.00 | 87.50% |
| Intramural Costs | | | | |
| USEPA - Direct | \$15,000.00 | \$7,000.00 | \$8,000.00 | 53.33% |
| USEPA - InDirect | \$10,000.00 | \$0.00 | \$10,000.00 | 100.00% |
| | | | | |
| Total Site Costs | \$33,000.00 | \$8,000.00 | \$25,000.00 | 75.76% |

* The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor(s). Other financial data which the OSC must rely upon may not be entirely up-to-date. The cost accounting provided in this report does not necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.

2.5 Other Command Staff

2.5.1 Safety Officer

Matthew Stokes, contractor for CPR

2.5.2 Liaison Officer

None at this time

2.5.3 Information Officer

Karen Grimes, IDNR
David Bryan, US EPA
Andy Cummings, Canadian Pacific Railroad

3. Participating Entities

3.1 Unified Command

As of the morning of 8/31, the New Hampton Fire Department relinquished command of scene to Canadian Pacific and regulatory authorities due to the absence of potential IDLH conditions. Canadian Pacific, IDNR and USEPA are coordinating pollution response efforts at the scene.

3.2 Cooperating Agencies

Iowa Department of Natural Resources
Chickasaw County Emergency Management
Chickasaw County Sheriff's Department

4. Personnel On Site

EPA OSCs - 3
IDNR - 3

Canadian Pacific Railroad maintains a substantial crew of logistics, engineering, and pollution response personnel onsite working the wreck.

5. Definition of Terms

No information available at this time.

6. Additional sources of information

6.1 Internet location of additional information/report

https://response.epa.gov/site/site_profile.aspx?site_id=15325

6.2 Reporting Schedule

Daily Pollution Reports

7. Situational Reference Materials

No information available at this time.